



Route 66 Corridor Preservation News



National Park Service
U.S. Department of the Interior

The Route 66 Corridor Preservation Program was established through an Act of Congress to assist private property owners; nonprofit organizations; local, state, tribal, and federal government agencies; and other stakeholders in the preservation of the most representative and significant historic Route 66 properties in the eight states through which the route passes. The program assists in identifying priorities and setting preservation standards as per the *Secretary of the Interior's Standards for the Treatment of Historic Places*. The program serves as a clearing-house of preservation-related information; provides technical assistance; and offers funding support through an annual, competitive cost-share grant program. For more information about the program, or Route 66 in general, contact:

National Park Service
National Trails System -Santa Fe
Route 66 Corridor
Preservation Program
P.O. Box 728
Santa Fe, New Mexico 87504-0728

Phone: 505-988-6701

E-mail: IM_Rt66@nps.gov

Website: www.cr.nps.gov/rt66

Inside This Issue

Ten Cost-Share Grants Awarded for 2005.....	1
Protecting Historic Route 66 Road Alignments.....	3
Historic Route 66 National Register Nomination Project.....	4
Newsworthy.....	5
Vandalism Strikes Route 66.....	5

Ten Cost-Share Grants Awarded for 2005

Every year, the Route 66 Corridor Preservation Program sponsors an open season for cost-share grants relating to Route 66 preservation projects. Applicants include private individuals; local, state, and tribal government agencies; and nongovernmental organizations. In 2005, 20 applications were submitted for funding consideration. Through a priority-rating system, 10 projects, which are announced below, were selected to receive a total of \$114,226 in available grant funds. A complete listing of current and previous awards is available at www.cr.nps.gov/rt66.

Arizona

Project: Holbrook Historic Transportation Corridor District
Recipient: City of Holbrook
Amount: \$6,500 NPS, \$22,500 match

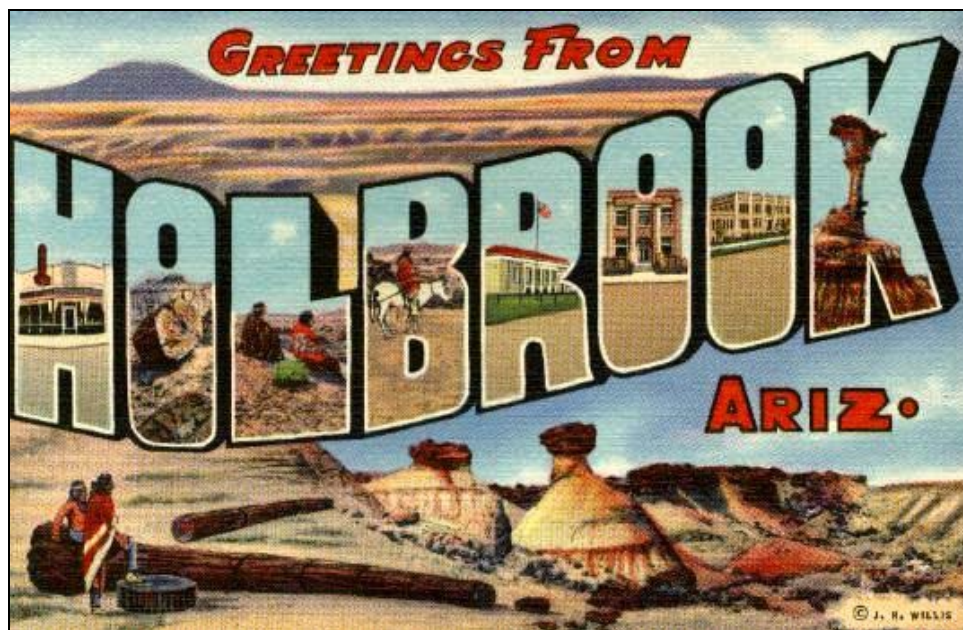
The City of Holbrook, Arizona, has proposed the creation of the "Holbrook Historic Transportation District." The cost-share grant award will assist with the develop-

ment of a historical context statement for the district, and the preparation of up to 24 Route 66 property nominations to the National Register of Historic Places. The creation of the district is part of the city's ongoing initiative to preserve its transportation heritage through a Main Street program, tourism, and other initiatives.

California

Project: Casa de Adobe Historic Structures Report
Recipient: Autry National Center
Amount: \$7,000 NPS, \$13,000 match

The Casa de Adobe is located on the Figueroa Street alignment of Route 66 in Los Angeles. The building served as a museum throughout the historic period of Route 66, but was forced to close in 1994 due to earthquake damage. The Autry National Center will manage the preparation of a Historic Structures Report to guide its restoration for continued use as an educational facility.



The City of Holbrook has been awarded cost-share grant funds to develop a National Register of Historic Places Multiple Property Submission for the creation of a Holbrook Historic Transportation District. Up to 24 nominations will also be prepared for Route 66 properties in Holbrook.

Illinois

Project: Route 66 Guardrail Restoration
Recipient: City of Lexington
Amount: \$2,102 NPS, \$2,169 match

A historic post- and- cable guardrail will be repaired along a 2.2- mile- long abandoned segment of Route 66 in Lexington, Illinois. The guardrail is largely intact, but requires resetting, repair, and some replacement of rail elements. The restoration project is part of an ongoing initiative by the City and residents of Lexington to rehabilitate the abandoned section of roadbed for use as a walking and biking trail for residents and respite for Route 66 travelers.

Project: Palms Grill Cafe Restoration
Recipient: Atlanta Public Library and Museum Board
Amount: \$30,000 NPS, \$70,000 match

The Atlanta Public Library and Museum Board will begin the restoration of the historic Palms Grill Cafe in Atlanta, Illinois. Based on a preservation plan prepared in 2004, the façade will be restored, and the roof replaced. Long-term plans are to restore the exterior and interior of the cafe to its 1940s appearance, and to resume cafe service. Constructed in 1867, the building operated as a café and Greyhound bus station on Route 66 from 1934 into the 1960s. The building was placed on the National Register of Historic Places in 2004.

Kansas

Project: Eisler Bros. Store Rehabilitation
Recipient: Private Owner
Amount: \$4,694 NPS, \$4,694 match

The Eisler Bros. Store located in Riverton, Kansas, will receive a new roof and electrical upgrade. Built in 1925 as the “Williams’ Store,” the building housed a multi- function business, including a restaurant, gas station, grocery, and general merchandise. For decades, it served countless Route 66 travelers who stopped for directions, food, coffee, and gas. In 1973 the building was purchased by the Eisler family, and has continued to operate as a general store and popular Route 66 rest stop in Kansas. The building was placed on the National Register of Historic Places in 2003.

Project: Brush Creek Bridge
Recipient: Westray Foundation
Amount: \$10,862 NPS, \$13,746 match

The Brush Creek Bridge in Cherokee County, Kansas, will receive needed repairs to the concrete superstructure. The bridge was built in 1923 by James B. Marsh, a pioneer in concrete and steel bridge construction. The bridge carried Route 66 traffic throughout the historic period of significance until it was bypassed in the 1960s. Today, it remains open to local traffic, affording drivers a sense of historic travel on Route 66 through Kansas. The bridge, which is the only Marsh Arch- style bridge remaining on Route 66, was placed on the National Register in 1983.

New Mexico

Project: Nob Hill and Premiere Motel Neon Sign Restoration
Recipient: Private Owner
Amount: \$8,500 NPS, \$8,500 match

The Nob Hill and Premiere Motel neon signs located on Central Avenue in Albuquerque, New Mexico, will be restored to operating condition, joining a number of other signs that have recently been restored along Route 66 in New Mexico. Both motel properties were built in the 1940s, and are good examples of the historic motor courts that proliferated with the increase of traffic on Route 66. Both signs are listed on the New Mexico State Registry of Cultural Properties. The Nob Hill sign was listed on the National Register of Historic Places in 2003.

Project: Route 66 Oral History Project
Recipient: New Mexico Route 66 Association
Amount: \$11,069 NPS, \$12,019 match

The New Mexico Route 66 Association, in partnership with the University of New Mexico Department of English, will undertake a project to interview known Route 66 experts and archivists. By interviewing these key contacts, it will be possible to learn and preserve the institutional memory traditionally passed down by word of mouth, as well as facts and sources preserved in personal collections, and networks of information and knowledge. An oral history workshop will be also held.

Oklahoma

Project: Seaba Station Rehabilitation
Recipient: Private Owner
Amount: \$23,000 NPS, \$23,000 match

The Seaba Station located near Chandler, Oklahoma, will receive a new roof, electrical upgrades, and masonry repairs to the main building. The adjacent privy, which still retains its original cast- iron commodes, will receive a new roof, and window, door, and masonry repairs. The station was built in 1921 by the Seaba family as a single- story, irregularly- shaped brick building. The business operated as a filling station and engine- rebuilding shop until 1994. In 1995, under new ownership, the building was placed on the National Register of Historic Places and reopened as an antique, gift, and tourist shop.



The Eisler Bros. Store on Route 66 in Riverton, Kansas, will receive needed roof and electrical repairs.

(Grants, continued on page 3)

Oklahoma (cont.)

Project: Round Barn Rehabilitation
Recipient: Arcadia Historical and Preservation Society
Amount: \$10,500 NPS, \$10,500 match

The Round Barn located on Route 66 in Arcadia, Oklahoma, will receive repairs to the roof, siding, door frames, and window frames. The barn has been a long-time icon on Route 66, and has been listed on the National Register of Historic Places since 1977. In 1988, the barn roof collapsed, resulting in a large-scale community effort to restore the barn. Today, the barn is restored and kept under the watchful care of the Arcadia Historical and Preservation Society. The upper floor of the barn is still used much as it was historically for dances, parties, and other community functions. The lower floor serves as a museum and gift shop.



The Round Barn in Arcadia, Oklahoma, will undergo repairs to the roof, siding, windows, and doors.

Protecting Historic Route 66 Road Alignments

With each month that passes, portions of the original Route 66 road bed are destroyed or impacted by development and safety pressures. One of the main goals of the Route 66 Corridor Preservation Program is to establish positive working relationships with state Departments of Transportation, county road departments, and the Federal Highway Administration, to strike a balance between keeping the traveling public safe and maintaining the historic integrity of the historic road bed.

To further this goal, the Route 66 Corridor Preservation Program organized and sponsored two workshops in May 2005, with local sponsorship by the Oklahoma Department of Transportation and the Oklahoma State Historic Preservation Office. The target audiences for these workshops were key personnel from transportation departments at the local, county, and state levels. Each workshop included both an education panel and dialogue, with a field visit to historic Route 66 alignments to discuss preservation and safety issues onsite. The one-day workshops were similar in content, but were held in two different locations for the convenience of participants.

The workshops addressed management tools and strategies for transportation departments that are charged with the day-to-day maintenance of historic Route 66.

They also covered issues of identification and management of historic roads, new tools for improved safety on historic roads, context-sensitive design and flexible options, and opportunities for funding projects on historic roads. Representatives from the Federal Highway Administration and the American Association of State Highway and Transportation Officials (AASHTO), in addition to the Oklahoma Department of Transportation, the State Historic Preservation Office and the National Park Service made presentations to the participants and answered questions regarding policy, management, and regulatory issues.

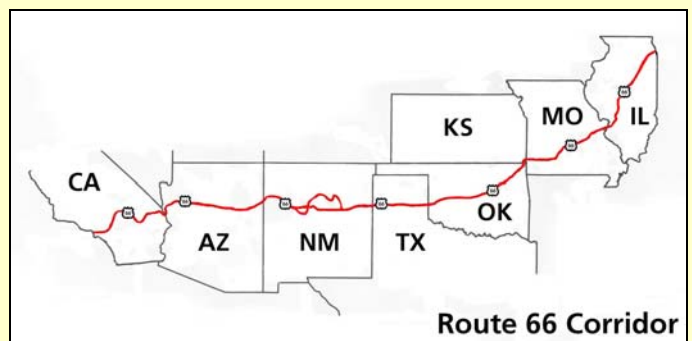
The Oklahoma workshops will serve as prototypes for other highway department preservation workshops that the Route 66 Corridor Preservation Program intends to convene in other states along the route in the future.



Workshops were held to explore solutions for balancing preservation and safety needs on Route 66.

Historic U.S. Highway 66

When the Federal Highway System was inaugurated in 1926, U.S. Highway 66 was one of several dozen highways commissioned at the time. Like the others, it was cobbled together from pre-existing, largely unpaved roads. It was different, however, in that it was not a coast-to-coast highway, and its arc shape did not conform to the standard grid system. It became well-known as the nation's shortest and best-weather road connecting Chicago, the heart of the industrial Midwest, to Los Angeles and California, the land of "milk and honey." It was traveled by auto campers and adventurers in the 1920s; by immigrants fleeing the Dustbowl and depression in the 1930s; by WWII military personnel during the war effort in the 1940s; and by millions who used it for commerce, vacation, and mass westward migration during the 1950s and 1960s. Over the years, Highway 66 became a national and international legend through popular culture and the arts, including literature, film, music, and television.



Historic Route 66 National Register of Historic Places Nomination Project



Top to Bottom: Summit Inn near Victorville, California; Little Juarez Café in Glenrio, at the Texas/New Mexico border; Hooker's Cut in the Devil's Elbow District, Missouri; and Del Rhea's Chicken Basket in Hinsdale, Illinois.

Over the last few years, historical contexts have been prepared for many of the states through which Route 66 passes. These are written narratives of the history and significance of the route in a particular state, which provide a framework for identifying properties that contributed to the Route 66 period of historic significance (1926-1970). In addition, a national historical context has recently been completed in order to frame a *national* context of the significance of the historic corridor. The historic contexts can be viewed at: www.cr.nps.gov/rt66/histsig/index.htm. Field inventory surveys have also taken place in conjunction with the context work to determine which historic transportation-related properties are still in existence along Route 66. All of these efforts have been funded through the Route 66 Corridor Preservation Program.

With much of the survey work completed and historic contexts in place, nomination of up to 50 properties eligible for listing on the National Register of Historic Places has been occurring along Route 66 at an accelerated pace, thanks to an in-house National Park Service grant provided to the Program. The National Register is the nation's official list of publicly and privately owned properties (with owner consent) considered worthy of preservation by the Secretary of Interior's Standards. Worthy properties must be significant to American history, architecture, archaeology, engineering and/or culture. Listing properties on the National Register often changes the way communities perceive their historic places, and strengthens the credibility of private citizens and public officials in preserving these resources as living parts of communities. There are also potential financial benefits, including tax credits, loans, grants, and other incentives for preservation work on a property.

The National Register nomination project is entering its second year. To date approximately 25 nominations have been prepared by a qualified contracting firm. Many of the properties were identified with the help of Route 66 Associations and State Historic Preservation offices. A sampling of those properties that have been recently nominated are the Steak and Shake in Springfield, Missouri; the Agricultural Inspection Station in Daggett,

California; the Cajon Pass road alignment in San Bernardino County, California; the Vega Motel, in Vega, Texas; the Devil's Elbow District, in Greene County, Missouri; the Madonna of the Trail Monument in Albuquerque, New Mexico; and the Glenrio District on the Texas/New Mexico border. Examples of nominated properties in Illinois are Lou Mitchell's Restaurant in Chicago, the Ariston Café in Litchfield, and Dell Rhea's Chicken Basket in Hinsdale. The nominations have been submitted to the respective State Historic Preservation Offices for review, and will then be routed to the Keeper of the National Register in Washington D. C., for final listing determination.

There are already approximately 100 transportation-related sites listed on the National Register of Historic Places along the Route 66 corridor. The current project, expected to be completed by the end of 2006, will bring the total number of National Register properties to approximately 150. These will encompass a wide breadth of properties, including road segments and associated features such as bridges, road cuts, and culverts; cafes; gas stations; garages; motels; roadside parks; agricultural inspection stations; and trading posts. The program intends to feature a number of these properties on the web-based National Register Travel Itinerary by the end of 2006, with the aim of promoting heritage tourism on Route 66. A web-based GIS database is also being developed to help property owners, nonprofit groups, government agencies, and others to access information about National Register-listed and other properties for land use management decisions, preservation planning, and other initiatives.

Find Listed Properties Online

The National Register Information System (NRIS) is a computerized index that contains information on each of the historic properties listed in or determined eligible for the National Register of Historic Places. Currently, five searchable categories are available to help you locate properties – name, location, agency, subject, and multiple covers. Log on to www.cr.nps.gov/nr to start your search.

Newsworthy

Internship Project

The New Mexico State Historic Preservation Office, in collaboration with the NPS Route 66 Corridor Preservation Program, sponsored a National Park Service Cultural Resources Diversity Internship project during the summer of 2005 to explore the American Indian experience of Route 66. Intern Caroline Waddell from Loyola University in Chicago, Illinois conducted a literature search of existing published documents and ethnographic histories; compiled a list of historic Route 66 properties on tribal lands; established contact with tribes to determine their level of interest in the project; and prepared a paper summarizing the project results. The primary objective of the project was to establish a foundation for future work that will ensure that a more complete story of Route 66 is told, and that the tangible links to these stories are preserved.

BLM/NPS Collaboration

A Memorandum of Understanding has been signed by the Bureau of Land Management and the National Park Service that provides the basis for cooperative efforts to preserve priority historic resources along the Route 66

Corridor in lands over which the BLM has management oversight (primarily California, Arizona, and New Mexico.) This inter-governmental agreement will strengthen and promote preservation efforts at the national and local levels.

VIPs

The program has been fortunate this year to work with a number of talented people who have joined as Volunteers-in-the-Parks (VIPs) to assist with Route 66 program initiatives. Melissa Allen from Brookline, Massachusetts, is assisting with the development of the Route 66 National Register Travel Itinerary Project. Catherine Kurland of Santa Fe has also been helping with a variety of important office-related tasks. Their help makes a huge difference. Many thanks to our VIPs!

National Historic Roads Conference to be Held

The *Preserving the Historic Road Conference* will be held in Boston, Massachusetts, April 27-30, 2006. This conference is dedicated to the identification, preservation, and management of historic roads in the U.S. The conference will showcase the latest in policy, engineering, and conservation. Whether an

engineering, design, transportation, or preservation professional, or a Route 66 advocate, you won't want to miss this important conference. It's a great opportunity to learn from other historic roads in the U.S., and to share Route 66 initiatives. For more information, visit www.historicroads.org.

Preservation Workshop Held

The program, in cooperation with the California Route 66 Preservation Foundation, held a Route 66 preservation workshop at the Aztec Hotel in Monrovia, California, September 13-14, 2005. Participants learned from experts about standards, techniques, and tools for protecting and preserving travel-related historic properties along Route 66.

2006 Cost-Share Grant Cycle

Applications for the Route 66 Corridor Preservation Program 2006 cost-share grant cycle will be accepted from January 30 to April 28, 2006. Application packages may be requested from the program office during that time, or may also be printed from the program website at www.cr.nps.gov/rt66. Potential applicants are encouraged to contact the program office with any questions about the application process.

Route 66 Corridor Preservation News is produced annually by the Route 66 Corridor Preservation Program staff, with assistance from the National Trails System – Santa Fe. Current and past issues are available on the program website at www.cr.nps.gov/rt66.

Managing Editors/Contributors

Kaisa Barthuli
Michael Taylor

Layout and Design

Kaisa Barthuli

Editing

Jane Harvey

NPS Photographers

Kaisa Barthuli
Michael Taylor

Comments? Contact:

Route 66 Corridor Preservation Program
National Trails System – Santa Fe
Intermountain Region
National Park Service
P.O. Box 728
Santa Fe, New Mexico 87504-0728

email: IM_Rt66@nps.gov

Vandalism Strikes Route 66

Most of us are familiar with threats to Route 66 historic properties such as development pressures, neglect, or lack of awareness of the significance of these important pieces of our American heritage. But there is another type of threat that has recently affected the Mother Road: graffiti. At least four incidences of graffiti have been reported along the highway in recent months, and may have been caused by a single group during a trip down Route 66.

Graffiti in the form of stenciled Route 66 shields was applied to the abutments of the historic Partridge Creek Bridge and Padre Canyon Bridge in Arizona, and at two different locations at La Bajada in New Mexico. While at first glance one might think this is simply someone's attempt to mark an otherwise unmarked alignment as Route 66, this type of action is damaging. For example, the stencils applied to the Padre Canyon Bridge were applied over faded, historic stencils from the bridges 1926-1937 period of use. The historic stencils were believed to be the only ones remaining in situ along the entire route.

The graffiti that occurred at La Bajada is also disturbing. La Bajada is the famed 600-foot-high volcanic escarpment located approximately 20 miles south of Santa Fe. For centuries, the escarpment has served as a formidable obstacle to travel for American Indians, Spanish Conquistadors, and later automobilists. From 1926 to 1932 a dirt road with 17 switchbacks served as Route 66. Today, the upper portion of the alignment is administered by the U.S. Forest Service; and the lower portion by Cochiti Pueblo. Permission from Cochiti Pueblo is required before accessing the alignment through Pueblo land, as the area is considered sacred to the Pueblo Indian groups who have lived there for centuries.

In early 2005, graffiti was applied to three large boulders in the U.S. Forest Service area of La Bajada, very close to the Pueblo land areas. Some was applied in gold spray paint, and read "Dave and Mark," with the date. Next to the names, and possibly applied at the same time, was a stenciled Route 66 shield, identical to the ones found

(Vandalism, continued on page 6)



National Park Service
U.S. Department of the Interior

Route 66 Corridor Preservation Program
National Trails Office – Santa Fe
Intermountain Region
P.O. Box 728
Santa Fe, New Mexico 87504-0728

PRSRT STD
U.S. Postage Paid
National Park Service
Santa Fe, NM
Permit No. G-83

EXPERIENCE YOUR AMERICA

Vandalism (continued from page 5)

in Arizona. This type of stenciling can be not only damaging, but also misleading: one was applied to an earlier road segment that was never used as Route 66.

In order to discourage similar acts from occurring in the future at La Bajada, personnel from the New Mexico Department of Transportation (DOT) have removed the graffiti and stencils at the request of the Route 66 Corridor Preservation Program. The DOT team went the extra mile to assist with this effort: after seeing that they could not get heavy equipment down to the boulders, they hand-carried buckets, brushes, and solvents down slope for the removal process. Afterward, it was difficult to tell the graffiti had ever been there. The DOT's dedication to helping the general public, the National Park Service, and the U.S. Forest Service is exemplary.

Vandalism is against the law and can cumulatively ruin sections of the road for everyone. For example, the La Bajada incident, which occurred near sacred



New Mexico Department of Transportation crew removing graffiti. From left to right: Frank Sanchez, Andrew Sanchez, and Juan Mascareñas.

closure of the area if similar incidents occur in the future. It is hoped these acts will serve as an example of what *not* to do when visiting historic remnants of the Mother Road.

Note: For many years, Route 66 shield stencils have been placed on road pavement in cities and counties throughout the corridor to mark the route. This type of marking is constructive in that it does not negatively impact historic properties; it is done in collaboration with and with permission from the local authorities; and it accurately educates the public about



National Park Service
U.S. Department of the Interior

The National Trails System – Santa Fe administers the Trail of Tears National Historic Trail, the Santa Fe National Historic Trail, and the Route 66 Corridor Preservation Program. El Camino Real de Tierra Adentro National Historic Trail and the Old Spanish Trail are administered jointly by this office and the New Mexico State Office of the Bureau of Land Management.

These trail and corridor programs are administered in partnership with North American Indian tribes; federal, state, and local agencies; non-government organizations; and private landowners.

National Trails System – Santa Fe Intermountain Region

P.O. Box 728
Santa Fe, New Mexico 87504-0728

Phone
505-988-6701

E-mail
IM_Rt66@nps.gov

The National Park Service cares for the special places saved by the American people so that all may experience our heritage.